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2. There was a fenced-in-terrain with two assembly shops, engine test stands and railroad connection 1 km west of the field.

Aircraft engines, wings and fuselages arrived there by rail.

Fighter aircraft were assembled in the assembly shops and then towed by tractors to the airfield.
3. Bombs were released from twin-engine aircraft over an area 10 km west of Gnievau, about 30 km southwest of Vinnitsa.
4. The airfield was east of Vinnitsa, north of a southeastern road, and a single-track railroad line. The landing field, about 1 km square, had no runways or taxiways. Some of the hangars and buildings were destroyed. For details see annex.
5. Flying activity: Continual parachuting from twin-engine aircraft flying in formations of up to nine planes. Eight to ten parachutists jumped from each plane. Test and formation flying with fighters and school flying with biplanes.
6. An aircraft plant with an engine test stand was west of the airfield, southwest of the PW camp (for location see annex). Fighters were assembled or overhauled in this plant.

Description of fighter type: In-line engine with radiator, three-bladed propeller, wings pointed at tips, slightly cranked at fuselage and then slightly dihedral, landing gear retracting rearward.

The aircraft were spray-painted and, their wings being disassembled, were trucked to the airfield, where they were assembled and test flown. Thirty to thirty-five spray-painted fuselages were always standing at the engine test stand.
7. A bombing range was about 40 km southwest of Vinnitsa. Aircraft arriving in formations from the north practiced bombing there.
8. The hangars on the northwestern edge of the airfield were destroyed. There was a railroad connection.
9. About 150 twin-engine transports with far projecting nose and single rudder assembly and some biplanes were stationed at the field. Parachute jumps were practiced from the twin-engine aircraft, 13 parachutists jumping from each plane. There was night flying in the summer and fall of 1948.
10. An aircraft repair plant with two repair hangars, a carpenter's shop, sheds and an engine test stand was west of the airfield, near the PW camp. About 200 workers were employed there in March 1949. Only single-engine fighters were repaired in this plant. An average of 40 aircraft in need of repair were standing

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there, some of them without engines, others without wings. The aircraft were towed away by motor vehicles.

11. The airfield, about 2 km east of the town and just north of the road to Gaisin (29°23' E/48°48' N), was heavily damaged. Several times construction details that had been assigned to work at the field did not start working there. The field was about 3 km square. Four or five destroyed hangars were in the northwestern corner. A narrow-gauge field railroad line ran from the railroad station to the southern edge of the field.
12. Thirty to thirty-five four-engine aircraft were parked at the field.
Description: Low-wing monoplane, single rudder assembly, far projecting full-view cockpit, rear gunner's station, belly turret.
Parachuting (20 men from one plane) stopped in mid-1947.
13. The aircraft repair plant west of the field had four wooden cantonment buildings, each about 8x20 meters, with workshops and engine test stand. Thirty-five to forty-five Me-109s of German make, their wings disassembled, were standing there.
14. The barracks buildings south of the repair plant, just north of the main road to the town, were destroyed except for one three-story stone building, about 16x30 meters, which was occupied.
15. The airfield east of Yinnitsa had a landing field about 1,500 meters in E-W and 1,000 meters in N-S direction. There was an about 40x400 meter concrete site in the northwestern section of the field.
16. The field was occupied by about 50 single-engine fighters (Yak-7s according to fellow PWs) and about 50 twin-engine planes. Parachuting was done from the twin-engine aircraft, usually in the evening. Twenty men would jump from each plane. Day and night flights were made with aircraft flying individually and in formations.
17. A 150x300-meter repair plant was 1 km west of the landing field. It was comprised of:
 - a. A repair hangar, 20x50 meters, equally divided into two sections.
 - b. Two storehouses, each 20x30 meters
 - c. Two engine test stands.

Only single-engine aircraft which were to be fitted with new engines were standing between the repair hangar and the storehouses. One railroad car, loaded with engines, arrived on the railroad spur track about every week. The engines were unloaded not far from the PW camp and trucked to the repair hangar.

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18. three four-story barracks, each 20x100 meters, were south of the repair plant and occupied by air force soldiers assigned to the airfield.

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comment:

a. The location of the airfield and hangars is correctly entered in the attached sketch (own knowledge). The data on the occupation of the field and the type aircraft, some of which are at variance, present the following picture:

(1) The field is occupied by a parachute training unit. parachuting is practiced from twin-engine Douglas planes. An average of 10 parachutists jump from each plane and 13 men in combat activity.

(2) It cannot be inferred from the report whether IZ-12s are also stationed at the airfield. The information on the presence of four-engine aircraft is considered improbable.

(3) A fighter or a fighter training regiment, equipped with yak-fighters, is assumed to be stationed in Vinnitsa in addition to the air transport unit for paratroopers. The report does not indicate whether the fighters are Yak-7s, Yak-9s or Yak-3s.

b. It is considered doubtful whether the practices at the Gnievau bombing range were held by units stationed at the Vinnitsa airfield. Another airfield is 25 km northwest of Vinnitsa, near Malinovka, where a runway was constructed during the German occupation. No post-war report has been received on this airfield.

1 annex: Vinnitsa airfield.

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Comment: "Gnievau" may be Gnivan, located approximately 20 km. southwest of Vinnitsa at 49°08'N/28°20'E.

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